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1-5. (CANCELED)

6. (CURRENTLY AMENDED) A shifting assembly for a multiple gear variable speed motor vehicle transmission having

one of a central selector or a shifting shaft (2) ~~that is~~ mounted in a transmission housing (12) such that the central selector or the shifting shaft (2) ~~can be~~ is axially rotated and displaced, by rotating the selector or the shifting shaft (2), a coupling to be actuated, in a shift gate can be selected, and by subsequently axially displacing the selector or the shifting shaft (2), gear ratios ~~can be~~ are selected, and

a device (4) is provided on one of the selector or the shifting shaft (2) or on an auxiliary shaft (28) that is controlled by the selector or the shifting shaft (2), ~~which bears the device (4)~~ has a rod (6), which is mechanically linked with a ~~contoured element lever (16)~~ contoured element lever (16) mounted in the transmission housing (12) such that the ~~element lever (16)~~ contoured element lever (16) can swivel, a contoured edge (20) of the ~~contoured element lever (16)~~ contoured element lever (16) mirrors selection patterns and is spring loaded against the rod (6) by a spring element (18), a rotatable cylinder (8) being provided on ~~[[said]]~~ the rod (6), the spring (18) biases the lever (16) toward both the cylinder (8) and the shifting shaft (2). ~~the rod the rotatable cylinder operates in conjunction with the contoured edge (20) of the contoured element lever (16), and the cylinder (8) is capable of being displaced axially on the rod (6).~~

7. (CURRENTLY AMENDED) The shifting assembly according to claim 6, wherein a circumference of the cylinder (8) ~~is equipped with~~ has a annular groove (10) ~~which rolls along, in which the contoured edge (20) of the contoured element lever (16) engages.~~

8. (CURRENTLY AMENDED) The shifting assembly according to claim 6, wherein a deepest notch (22) ~~[[on]]~~ of the contoured edge (20) ~~[[has]]~~ is a neutral position ~~that corresponds to a non-actuated position of rest for [[a]] the shifting lever in~~ a selection gate.

9. (NEW) A shifting assembly for a multi-gear transmission, the shift assembly comprising:

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a rotatable and axially slidable shifting shaft (2) which is at least one of rotated and axially biased to shift from one gear of the multi-gear transmission to another gear of the multi-gear transmission;

at least one arm (4) having a first end supported by the shifting shaft (2) and a remote second end engaging with a rod (6);

the rod (6) supporting a cylinder (8) having a groove (10) formed therein;

a single lever (16) being pivotably supported about a fixed pivot axis (14), the single lever (16) having a contoured edge (20) which the groove (10) of the cylinder (8) engages to facilitate rolling of the cylinder (8) along the contoured edge (20) during a shifting operation; and

a spring (18) biases the contoured edge (20) of the lever (16) toward both the cylinder and the shifting shaft (2) such that the the contoured edge (20) engages with the cylinder (8) and, as the shifting shaft (2) rotates, the groove (10) of the cylinder (8) rolls along the contoured edge (20) so that a variation in forces are applied to the shifting shaft (2) which are sensed by a driver operating the shifting assembly.

10. (NEW) The shifting assembly according to claim 9, wherein the cylinder (8) and an annular groove (10) formed therein which rolls along the contoured edge (20) of the lever (16) engages.

11. (NEW) The shifting assembly according to claim 9, wherein a deepest notch (22) of the contoured edge (20) corresponds to a neutral non-actuated position for the shifting lever.

12. (NEW) A shifting assembly for a multi-gear transmission, the shift assembly comprising:

a rotatable and axially slidable shifting shaft (2) which is at least one of rotated and axially biased to shift from one gear of the multi-gear transmission to another gear of the multi-gear transmission;

a pair of spaced apart arms (4) each having a first end supported by the shifting shaft (2) and a remote second end supporting a rod (6);

the rod (6) supporting a cylinder (8) between the pair of spaced apart arms (4) and the cylinder (8) having a groove (10) formed therein;

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a single lever (16) being pivotably supported about a fixed pivot axis (14), the single lever (16) having a contoured edge (20) which faces the shifting shaft (2) and mating engages with the groove (10) of the cylinder (8) to facilitate rolling of the cylinder (8) along the contoured edge (20) during a shifting operation; and

a spring (18) biases the contoured edge (20) of the lever (16) toward both the cylinder (8) and the shifting shaft (2) such that the the contoured edge (20) engages with the cylinder (8) and, as the shifting shaft (2) rotates, the groove (10) of the cylinder (8) rolls along the contoured edge (20) so that a variation in forces are applied to the shifting shaft (2) which are sensed by a driver operating the shifting assembly.

13. (NEW) The shifting assembly according to claim 12, wherein the cylinder (8) and an annular groove (10) formed therein which rolls along the contoured edge (20) of the lever (16) engages.

14. (NEW) The shifting assembly according to claim 12, wherein a deepest notch (22) of the contoured edge (20) corresponds to a neutral non-actuated position for the shifting lever.